Washington State Department of Transportation
City of Seattle
401 Second Avenue South, Suite 300, Seattle, WA 98104-2887

Opportunities for the Alaskan Way Viaduct – Envisioning a Better Future
June 19, 2001, 6:00 to 9:00 p.m.
Seattle Aquarium, 1483 Alaskan Way, Pier 59, Auditorium
Summary

What Does the Viaduct Mean to Us? What Else is Important in the Area of the Viaduct?
Participants were asked to identify what issues were of most importance to them with regard to the Alaskan Way Viaduct and what were the critical success factors that should be considered when looking at potential solutions.

Construction Impacts

- Protect existing facilities and utilities during construction.
- Use the existing right-of-way to avoid additional impacts on neighborhood and business areas.
- Address impact on arterials of Alaskan Way Viaduct closures (i.e., Rainer Avenue).
- Include mitigation as part of any solution.
- Provide optimal solution for transitional facility.
- Recognize and address impacts on Ballard and other areas if detour is needed during construction, for both freight and residents.
- Do not remove Alaskan Way Viaduct until a better alternative is in place.

Transportation Function

- Maintain existing transportation function of the Alaskan Way Viaduct
- Enhance efficient transportation in the region.
- Separate freight from other traffic.
- Ensure transportation function of the Alaskan Way Viaduct facility is addressed first, either by maintaining or enhancing its function.
- Take advantage of opportunity to add capacity through, about, and around downtown.
- Create multi-modal solutions – transit, single occupant vehicles, freight, bicycle-pedestrian facilities, ferries, light rail, etc.
- Create a safe situation for the public by addressing seismic issues.
- Recognize water as a resource and as part of the solution, i.e., the west Seattle water taxi is carrying high number of people at a fraction of the projected costs.

Connections

- Preserve access for those coming from the west Sound (i.e., Kitsap County) to the east Sound areas.
- Create an interurban connection that works.
- Preserve west Seattle neighborhood and access (i.e., no major medical facilities exist in west Seattle).
- Maintain access for Ballard industrial and employment center (fisheries, marine services), which currently use 15th Avenue to reach the Port area.

- Consider City of Seattle connections with other parts of the region.

Urban Design

- Remove Alaskan Way Viaduct from view.
- Create an open space along the waterfront, including public space, connections to downtown, and commerce.
- Make urban design part of the problem to be addressed.
- Create a beautiful waterfront and enhance the vitality of the area.
- Preserve relationships of the City with its waterfront.
- Look at other areas in the world where a viaduct in an urban setting has been completed with a good design.
- Bring the waterfront back into the City.

Regional Issues

- Ensure greater community interests beyond immediately adjacent areas are considered.
- Look long term and choose the best solution for the future.
- Consider the future of technology and mobility when selecting a solution.
- View this project as an emergency and accelerate the process to make decisions accordingly.
- View the Alaskan Way Viaduct as part of a regional network.
- Make the Alaskan Way Viaduct project an example of how the region can make decisions quickly.
- Do not wait for a tragedy (i.e., another earthquake); do something in advance.
- Look at ways to change our existing paradigm of the Alaskan Way Viaduct; what are the other potential ways to address this issue?
- Consider sustainability in any solution – community, economic, and environmental.
- Agree on common values and use these values to move forward and commit to decisions.
- Create discussion groups focusing on key issues, such as design, connections, financing, and political and public education.
- Develop support for the project outside of Seattle and discuss importance of Alaskan Way Viaduct with other parts of the region.

Funding

- Look at funding seriously as this project will compete with other large transportation needs in the region.
- Look for a partnership of resources and creative ways to secure financing for the potential solution.
- Research potential for redevelopment in the existing right-of-way and whether it could offset the potential costs of the solution.

Moving to Alternative Concepts – What Ideas Do You Bring to the Table?
Participants were asked to identify potential solutions for the Alaskan Way Viaduct and questions and issues that should be considered.

Potential Alternatives

- Build a below grade structure (i.e., cut and cover tunnel) along the waterfront without shutting down existing traffic, focusing on the areas between Broad and Spokane streets. Also use as opportunity to address sea wall.
- Build a subgrade structure east of existing viaduct (i.e., First Avenue, Second Avenue, Western Avenue).
- Build an Elliot Bay submerged tunnel.
- Build a tall single-level structure near the water while looking at whether it can be done with existing fill and condition of the sea wall while maintaining traffic.
- Replace the existing viaduct in kind with a traffic detour.
- Look at an extended retrofit over the next twenty to thirty years while another solution is built.
- Look at multiple modest solutions to the problem, including pricing for single-occupant vehicles, at-grade transit, moving as many people as possible through the corridor, providing choices, improving east-west throughput, and addressing urban design issues. Solutions should focus on moving people and goods.
- Include monorail as part of the solution.
- Look at this opportunity as a potential light rail corridor through downtown, allowing the BNSF right-of-way to continue to move freight through the area.
- Look at replacing the existing Alaskan Way Viaduct by creating new capacity or routes in other areas so that the structure is not built to meet today's capacity.
- Look at potential links with additional lanes from SR 520 to SR 99 or the Alaskan Way Viaduct.

Feasibility of Alternatives

- Look at whether a tunnel could be built under the existing Alaskan Way Viaduct.
- Look at whether soil under the existing Alaskan Way Viaduct could be stabilized.
- Examine feasibility of connections with any of the potential tunnel solutions; would more land be required to make those connections?
- Look at potential disruptions to the waterfront area with any of the potential solutions.
- Research the difference between a cut-and-cover and bored tunnel and the associated impacts.
- Examine how a potential tunnel solution could connect to Aurora Avenue north of the Battery Street Tunnel.
- Look at how a replacement solution could be built without disruption of traffic.
- Look at whether a bored tunnel can also act as a solution for the sea wall.
- Look at a three-level tunnel, such as on I-90 today, for express lanes, bicycle/pedestrian connections, and general traffic.
- Examine opportunities for a phased construction project to address potential impacts.
- Look at whether the existing structure could withstand an earthquake while another solution is built over the next twenty to thirty years.

- Look at how freight would be impacted by potential detours during construction.
- Look at how I-5 is operating and impacted when looking at potential solutions for the Alaskan Way Viaduct.

Funding
- Examine what it will cost to fix the Alaskan Way Viaduct and seawall versus a tunnel and versus a surface route.

Other Issues Raised

Other Interests to Be Included in Project
- Trucking
- Recreational users
- King County Council
- Discovery Institute
- Pedestrian/bicycle interests

Leadership Group Participants

Name	Affiliation
Bruce Agnew	Cascadia Project Discovery Institute
Scott Blackman	Argosy
Charlie Chong	West Seattle neighborhood
Lee Copeland	Weinstein Copeland Architects
John Coney	Queen Anne neighborhood
Steve Erickson	Magnolia Resident
Dave Gering	Manufacturing and Industrial Council
David Goodyear	TY Lin International
Joel Horn	Wright Runstad
Peter Hurley	Transportation Choices Coalition
Stephen Lundgren	Ballard Neighborhood
Secretary Doug MacDonald	Washington Transportation Department
Mary McCumber	Puget Sound Regional Council
Councilmember Richard McIver	City of Seattle Council
John Musgrave	West Seattle
Jane Nishita	Qwest
Connie Niva	Washington Transportation Commission
Neil Peterson	Flex Car
Donald C. Royse	Seattle Design Comm.
Judy Runstad	Foster Pepper
Mayor Paul Schell	City of Seattle
Dan Thomas (for Mic Dinsmore)	Port of Seattle
Paul Toliver	King Count Department of Transportation
Paul Tomita	Seattle Planning Comm.
Bob Watt	Greater Seattle Chamber

Staff Resources

Name	Affiliation
Chuck Clarke	City of Seattle
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Peter Dobrovolny	Seattle City Light
Joy Goldenberg	EnviroIssues
Scott Hart	WSDOT
Carol Hunter	WSDOT
Amy Grotefendt	EnviroIssues
Tom Hamstra	CH2M Hill
Jugesh Kapur	WSDOT
Linda Mullen	WSDOT
Tom Noguchi	Mirai Associates
Steve Pearce	City of Seattle
Don Samdahl	Mirai Associates
Pat Serie	EnviroIssues
Maureen Sullivan	WSDOT
Jim Waymire	OTAK
Anne Fiske Zuniga	SEATRAN
Karl Winterstein	PBQD

Guests

Name	Affiliation
Hector Castro	Seattle PI

Leadership Group Participants Not Present

Name	Affiliation
Mic Dinsmore	Port of Seattle
Dan Evans	Daniel J. Evans & Associates
Jerry Grinstein	Madrona Investments
Paul Niebanck (Doug Vann)	Pioneer Square Neighborhood
Patty Otley	BNSF
Charles Roeder	University of Washington